

# CHAIRMAN WANTS AUTHORITY TO RENEW SALE NEGOTIATIONS

Is of the Opinion That  
Much Higher Offers  
Can Be Secured—  
Terms of the Original  
Agreement Still to Re-  
main in Force.

Washington, Feb. 18—Rejection of all bids received for the 30 former German passenger ships offered for sale by shipping board was recommended to the Senate Commerce Committee today by Chairman Payne of the board, who asked authority to renew negotiations for sale of the vessels for operation under the American flag.

The board's recommendation was contained in the following resolution submitted to the committee:

"Resolved, that with the report submitting the bids to the senate and house committees, the board states that it proposes to take the following action:

The board believes that in view of the uncertainty as to whether the sales of the ex-German ships would actually be made, the bids received are much less than can be obtained by further negotiations.

"Resolved, that the bids on the 20th of January in response to the advertisement for sealed bids and those received at the public auction held on the 16th and 17th, instant, be the same and are hereby rejected, and that the checks of the bidders be returned.

"Resolved, further, that the sale division be and it is hereby instructed to negotiate further for the sale of the said ex-German passenger ships on the terms heretofore announced in the original advertisement.

"That they be sold to American firms, corporations or persons for use under the American flag.

"B—And offered with reference to the routes or services established by the board and that each negotiation, when the highest price possible is reached, be reported to the board for its action."

The resolution was embodied in a prepared statement which Mr. Payne read to the committee. He recalled that the board had sold 188 ships in accordance with its policy to dispose of the fleet to American citizens for operation under the American flag, and that 18 former German cargo vessels were included in this number. The price received was \$33,545,947.

Chairman Payne said if the congress desired to change this policy to public ownership of ships the passenger liners should not be sold and congress should direct the board to spend the \$75,000,000 estimated as necessary to convert them from troop to passenger vessels.

"It should be understood," he said, "that the ships, whether owned by the government or by private capital, must in either case be operated by the shipping companies which are bidding for the ships. The government has not adequate organization for the direct operation of ships.

"If the government continues to be the owner, it must pay the operators a fixed fee and a commission upon receipts and take whatever profit remains, or if no profit remains, must bear all the losses."

The chairman went on to say that in accordance with the joint resolution of Congress under which the ships were taken over a naval board had appraised the craft and that the prices at which the board could sell now were substantially in excess of the appraised value.

Mr. Payne said passenger ships were scarce now and building prices high, but that these conditions might change and the value of the ships be correspondingly lessened.

"If we proceed to recondition the ships, making them fit for passenger use," continued the chairman, "it will take from six to 12 months to put them into service. Our conviction is that we will not hereafter be able to sell the ships for the cost of reconditioning plus the price at which we now can sell."

Questioned as to the possibility of the vessels ultimately being sold to foreign interests, Chairman Payne told the committee the ships could not be transferred under the American flag without permission from the Shipping Board.

Vessels sold to private operators for service in lines designated by the board could not finally and unalterably be held in those lines without congressional guarantee against loss, the chairman said.

Asked about the ownership of the International Mercantile Marine, Chairman Payne declared that investigation by the board had shown the company to be 100 per cent. American.

## "BENNY" KAUFF OUT ON BAIL FOR CAR THEFT

New York, Feb. 18—Benjamin Kauff, star fielder of the New York Giants was out on bail today after his arrest yesterday on a charge of grand larceny in connection with the theft of an automobile. Kauff, who until recently was engaged with his half brother in the automobile accessories business, is alleged to have sold a car, December 15, which had been stolen here a week before. Kauff maintained that he bought the car in question Oct.

## ALIGNMENT OF WOMEN VOTERS IS SUGGESTED

Suggest Abandonment of  
Separate Organiza-  
tion

Chicago, Feb. 18—Alignment of women voters with existing political parties and abandonment of efforts to inaugurate a political organization of their own today had the support of leaders of the League of Women Voters, successor to the National American Woman Suffrage Association.

Republican and Democratic members of the league and Mrs. Carrie Chapman Catt, retiring president of the suffrage association, urged the women to affiliate with their respective parties, but not to become "regulars" and go to the polls as mere endorsers of platforms others had written.

"Never endorse a platform without intelligent consideration of its planks, but by all means enroll in party machinery," said Mrs. Catt in her farewell address as head of the association.

"Get into a party and make it what you want it to be," Miss Mary Garrett Hay, chairman of the national executive committee of the Women's Division of the Republican party, told the mass meeting which marked the end of the suffrage association. "I do not believe there should ever be a woman's party of any kind. Women and men must work together politically. If you do not use your vote the anti will get into some party. I hope it will be the Republican party."

Mrs. George Bass, chairman of the Women's Democratic committee, declared she believed the Democratic party the most pliable instrument for the women of the United States in the matter of government.

## SOCIALISTS IN U. S. ARE NOT BOLSHEVISTS

Morris Hillquit, Socialist  
Leader Before Com-  
mittee.

Albany, N. Y., Feb. 18—Socialists in the United States are not Bolsheviks, but social democrats of the Marxian school, declared Morris Hillquit, Socialist leader, testifying today at the trial before the Assembly Judiciary committee of the five suspended Socialist assemblymen charged with disloyalty.

In connection with the charge that American Socialists sought by revolution to impose the Soviet system on the United States, Mr. Hillquit asserted that to say the Soviet system would be appropriate in this country, so much more highly developed than Russia, would be "infantile."

Differentiating between Soviet "a party of government" and the Bolshevik party, "a party as the name implies" and the third (Moscow) international, "at the present time very much an idea," Mr. Hillquit declared American Socialists had expressed sympathy with Soviet Russia because of "a great social experiment, neither perfect nor complete," was being worked out there.

They favored the Bolshevik party because its members were directing this experiment, he said, but it was not for American Socialists of a different school to pass judgment upon the Bolshevik philosophy.

## ALLIED COUNCIL REPLY IS NOW BEING DECODED

Washington, Feb. 18—The reply of the Allied supreme council at London to President Wilson's note on the Adriatic situation was received today at the state department from Ambassador Davis and was decoded as fast as it came in.

It was announced officially that the reply would not be made public at this time and it was indicated that not even a summary of it would be given out. Publication of the reply has been left by the council to President Wilson, according to London dispatches, but the council expected to give the press a summary of its contents.

London, Feb. 18—The allied reply to President Wilson's note on the Adriatic situation having been dispatched, the Adriatic question was not a topic of discussion in the supreme council today, so far as could be learned. Confirmation was given, however, of the statement made in Washington that President Wilson's memorandum informed the allies that if they proceeded with their Adriatic plans without the consent of the United States, President Wilson might feel constrained to withdraw the treaty of Versailles from giving effect to the agreement entered into between France and the United States.

Paris, Feb. 18—Premier Millerand today offered President-elect Denchanel the resignation of the cabinet, as is customary upon the accession of a new president. Mr. Deschanel refused to accept the resignation, and asked the Premier to remain in office.

## McAdoo Refuses To Run

Will Not Allow His  
Name Put Up As  
Candidate.

GIVES REASONS  
IN A LETTER

New York, Feb. 18—William Gibbs McAdoo announced today that he would not permit his name to be used on presidential primary ballots in the various states, and that he advocates the sending of uninstruted delegates to the Democratic national convention. The former secretary of the treasury said he believed the highest constructive leadership can best be obtained if the national interest "is not submerged in a contest of individuals' candidacies."

"Personally," Mr. McAdoo continued, "I would be delighted if the next national convention might actually be a great Democratic conference of the most freedom of action should prevail and where the motive of high service alone should control."

The obligations of citizenship in a democracy are supreme, he said, and therefore he should "regard it as the imperative duty of any man to accept a nomination if it should come to him unsolicited."

"I am not seeking the nomination," the letter read, "and am reluctant to do anything that would create the appearance of a candidacy."

Mr. McAdoo's views were expressed in a letter sent to Miller S. Bell, mayor of Milledgeville, Ga., in response to a telegram saying the citizens of his boyhood home had placed his name on the presidential preferential ticket.

"Your telegram informing me that the citizens of Milledgeville have entered my name in the Democratic primary of the state of Georgia for president of the United States duly received. I am deeply moved by this manifestation of confidence of my friends who live in the city of my boyhood and in the state of my nativity. It is indeed a great privilege considered by them worthy of such high station. I feel, however, that I should candidly state my position. I am not seeking the nomination and am reluctant to do anything that would create the appearance of a candidacy. I cannot feel feeling that this is peculiarly a time when we should fight for principals and not for individuals."

"The momentous years through which we have just passed have brought to the fore great human problems which go to the very roots of our social and economic life and insistently demand settlement. The destiny of the human race will be profoundly affected by the things we do and by the wisdom we show during these four years. Patriotism and constructive leadership of the highest order are necessary and I am convinced that we are most likely to secure them if the supreme consideration of the national interest is now submerged in a contest of individual candidacies for the presidential office. Therefore, I should like to see the next Democratic national convention composed of untrammelled men and women bound to no particular candidate and allowed to express their preferences freely through the abolition of the unit rule."

"While I realize that under the primary laws instructed delegates from some states are mandatory, nevertheless I think it highly desirable that every effort should be made to send uninstruted delegates from every state. Personally, I should be delighted if the next national convention might actually be a great Democratic conference where the utmost freedom of action should prevail and where the motive of high service alone should control. If such a convention a platform is adopted and a candidate is selected representing the great constructive, progressive and spiritual forces of the day, the citizens of the United States would be enlisted at the very outset. The issue would then be drawn between us and the forces of staidism and reaction which are steadily overreaching themselves and claiming with presumption confidence the victory in November next."

"Holding these views you can readily understand why I prefer not to be entered in the Georgia primary and why I must beg my good friends to withdraw my name. I cannot consistently enter the primary in any state when it is my earnest conviction that the delegates from every state will go to the convention without instructions save to use their power and opportunity for the best service of their country."

"No greater honor than a nomination for the presidency can come to any man short of election to the presidency itself. In a democracy like ours the obligations of good citizenship are supreme and I should, therefore, regard it as the imperative duty of any man to accept a nomination if it should come to him unsolicited. I say this at the risk of being charged with harboring a candidacy notwithstanding the explicit statements in this letter but I am sure that on the whole, I shall not be misunderstood."

## \$94,952 TAKEN FOR LICENSES IN JANUARY

During the month of January the Motor Vehicle department at Police headquarters has taken in for car licenses the sum of \$94,952. The number of pleasure cars licensed was 4,115 and the commercial vehicles, 1,901. The department is now open 12 hours a day, from seven to seven, the applications for driving licenses which must be procured by March 1 having already started.

During January in New Haven 4,484.18 in licenses were issued and there have been listed seven 5,847 pleasure cars and 2,493 commercial cars.

Christine Mayo has been cast in an important role in the second of Marshall Nellan's independent productions.

## War Pay In Effect To Sept. 1

To Stabilize Workers  
Wages Six Months Af-  
ter Return of Roads.

OUTSTANDING  
POINTS OF BILL

Washington, Feb. 18—Wages established by the railroad administration during the war would continue in effect until September 1, under the railroad reorganization bill, the conference report on which was presented today in the House and Senate.

Under the wage provision, the re-drafting of which created more surprise in Congress than any other change made in compromising the Esch bill of the House and the Cummins bill of the Senate, pay of railroad workers would be stabilized at the present levels for six months after the rail properties are returned to private control and operation. The bill reports today all seeks to stabilize rates for the time, providing that prior to September 1 no rates may be reduced unless approval of the I. C. C. is obtained.

The restrictions on wage increases was looked upon as a special interest by members of Congress, railroad officials and union leaders in view of the recent demands of the more than two million railroad workers for an advance in pay.

Despite the expected opposition to the new wage section, Republican leaders of both the House and Senate expressed belief that the conference report would be adopted and the bill sent to the president with little change.

The outstanding points of the measure as finally agreed upon are: Compulsory submission of labor disputes to a permanent federal board appointed by the president and composed of nine members equally divided between the employees, employers and the public. No provision is made for enforcing the board's decision.

Adjustment of rates by the I. C. C. so as to yield to carriers a return of 5 1-2 per cent. upon the aggregate value of their property with another half of one per cent. for improvements.

Distribution of half of the net railway operating income in excess of six per cent. of the property value, equally between the carriers' reserve fund and the Federal railroad fund, which will be administered by the commission for the assistance of weaker roads.

Government guarantee to railroads against a deficit during the first six months after the roads are turned back.

Permissive consolidation of railroads in accordance with a general consolidation plan to be prepared by the I. C. C.

Appropriation of \$500,000,000 to be used as revolving funds from which to make loans to carriers and pay claims growing out of Federal control. Unexpended funds now in the railroad administration's hand are also reappropriated for that purpose and an appropriation of \$50,000 for the Federal Labor Board is provided.

As finally agreed upon, the labor section provides that "It shall be the duty of all carriers and their officers, employees and agents to exert every reasonable effort and adopt every available means to avoid any interruption to the operation of any carrier growing out of any dispute between the carrier and the employees or subordinate officials."

Such dispute, the bill provides, shall, if possible, be decided by railway boards of labor adjustment established by agreement between the carriers concerned and the employees. No provision is provided, however, for their organization.

The bill directs the railroad board of labor appeals which would be appointed by the President with the Senate's approval, and which would have central offices in Chicago, to consider and decide cases either certified to it by the lower boards or cases which the latter failed to hear. In addition the federal board can, "upon the appeal board's own motion, if it is of the opinion that the dispute is likely to be settled by investigation, investigate conditions surrounding the dispute and make a decision. Such decision, however, under the bill must be concurred in by at least five members of whom must be at least three of the public group."

The rate making section of the bill stipulates that the interstate commerce commission in establishing rates which shall yield a return equal to 5 1-2 per cent. on the aggregate value of the carriers' property, "shall give due consideration, among other things, to the transportation needs of the country and the necessity, (under honest, efficient and economical management of existing transportation facilities), of enlarging such facilities in order to provide the people of the United States with adequate transportation."

The section further provides "that during the three years beginning March 1, 1920, the commission shall take as such fair return a sum equal to 5 1-2 per cent. of such aggregate value, but may, in its discretion, add thereto a sum not exceeding one per cent. of such aggregate value to make provision in whole or in part for improvements, betterments or equipment which, according to the accounting system prescribed by the commission, are chargeable to capital account."

Determination of the aggregate value of the property of the carrier for rate-making purposes is left to the commission with respect to the investment account of the carriers, only that consideration which it is entitled to under the laws in establishing values for rate-making purposes for a year a net railway operating income in excess of six per cent. of the value of its property, one half of such excess goes to the carrier's reserve fund while the rest goes to the Federal fund.

## Dr. Brown To Leave To Leave

Believe Health Officer  
Has Secured National  
Office.

PROBABLY GO  
ABOUT APRIL 1

It was stated today that Dr. Walter H. Brown for several years Health Officer in Bridgeport, is to leave his present position in about a month and take up duties with the Red Cross in Washington.

Dr. Brown when associated with the Red Cross will engage in reconstruction work, which will be national in scope.

For some time Dr. Brown has been engaged in lecture work in Yale University and his courses there in Public Health have been one of the most popular among the medical students at the university.

Dr. Brown came to Bridgeport while the infantile paralysis epidemic was almost at its height and his good work during that siege and during the influenza epidemics with which he has had to cope since taking the Red Cross health officer have won for him throughout the East an enviable reputation as a health officer.

## 3 LOST LIVES IN HOTEL FIRE IN PROVIDENCE

Property Loss Estimated at  
\$200,000—Can't Tell  
Cause

Providence, Feb. 18—Three guests lost their lives in a fire which virtually destroyed the Lorraine Hotel here early today.

Samuel Warwick of Harrisville, was so badly injured jumping from a window that he died later at a hospital. Two bodies, believed to be those of Lewis B. Kunz of Centerdale and E. F. Robert of Boston, were found in the ruins.

The rest of the 78 guests of the hotel were driven into the streets, partly clad and were taken care of in nearby hotels and restaurants.

J. V. Jordan, manager of the Lorraine, is unable to tell the cause of the fire. The property loss is estimated at \$200,000.

## URGE PURCHASE OF HOG ISLAND FOR TERMINAL

Washington, Feb. 18—Purchase of the Hog Island Ship Yard by the State of Pennsylvania for use as a great shipping terminal was suggested today by Representative Edmonds, Pennsylvania ranking Republican member of the House Merchant Marine Committee, who wrote Governor Sprout urging a special session of the State Legislature to consider the matter.

"The Shipping Board is ready to listen to proposals for the property," wrote Mr. Edmonds, who urged state action so that the yard would "not go to any railroad or other corporation that would simply use it as an additional facility to some of its present facilities."

## FIRE LEADS TO DISCOVERY OF MURDERED MAN

Rochester, N. Y., Feb. 18—Passing by the meat market of Charles Griffo here early today two men saw flames shooting up in a shed behind the shop. Turning back, they discovered a burning barrel containing the body of a young man who evidently had just been murdered. Though the men extinguished the flames before the barrel was entirely consumed, no remains of clothing or shoes were found. The victim has not yet been identified.

road contingent fund which is to be used by the commission in making loans to railroads or for the purpose of transportation equipment of facilities and leasing the same to carriers.

In order to enable the commission to administer more efficiently federal regulation, the bill as agreed upon greatly widens its powers and increases the membership from nine to eleven commissioners with an increase from \$10,000 to \$12,000 in annual salary.

The commission's increased powers include the following:

Supervision over the issuance of railroad securities, the commission's approval being required before railroads can issue stock or bonds.

Establishment of minimum rail rates, the commission up to this time having had only power to establish maximum rates. This power will enable it to prevent a carrier from conducting "cut throat" competition.

Authority to make such just and reasonable provision with respect to our service in times of emergency as will best promote the service in the public's interests.

Authority to compel the joint or common use of terminals; to give direction for preference or priority in transportation, embargoes or movement of traffic under permits.

Approval of new construction or abandonment of railroads.

Complete control over railroad operation throughout the United States in "case of war or threatened war." The bill provides, would be centered in the commission which would have powers similar to those now exercised by the railroad administration.

# STATE STATUTE GIVES BOARD OF EDUCATION RIGHT TO FIX PAY

GOODS WORTH  
\$200,000 TAKEN  
BY THIEVES

Seven Arrested For Thefts  
In Providence Freight  
Yards.

New York, Feb. 18—Seven men, suspected of having been implicated in the robbery of merchandise, valued at \$200,000 from the Providence, R. I., freight yards during the past year, were taken to police headquarters today after having been questioned for 12 hours by detectives and Captain William Colby, in charge of the railroad police at Providence. They were arrested last night in a house on Wyoma street, Brooklyn, where a case of cotton goods, alleged to have been stolen in Providence was found.

The prisoners, who are charged with suspicion of larceny, are Joseph Goldstein, Samuel Kaplan, William Berman, Samuel Ticker, Sam Larkin, Ralph Hoff and William Malesky. All gave Brooklyn as their home address.

The Sullivan case which attracted wide public attention several years ago was similar to Mr. Slawson's case. In that case it was shown that state statutes take precedent over the action of any city board of education.

At the meeting of the sub-committee of the Board of Apportionment and the Board of Education the educational heads have been constantly reminded that their demand for increased remuneration was justifiable and would be granted. Evidently the board was familiar with other cities' such as New Haven where the school superintendent's salary has been raised from \$4,500 to \$6,000, in Waterbury from \$4,200 to \$5,800, in Springfield, Mass., from \$5,000 to \$5,500 and Worcester, Mass., from \$4,500 to \$6,000.

The board took one step further and decided that the increase for the teachers would be placed upon a sliding scale instead of the 25 per cent. straight advance urged by the mayor on Nov. 10th of last year. This move was not remanded as one to oppose the mayor but simply to cripple the school system and embarrass Supt. Slawson and the members of the Board of Education. If the teachers get the increase proposed by the mayor \$214,000 will have to be appropriated instead of the \$135,000 offered by the Board of Apportionment.

Mayor Wilson appeared before the Board of Education last November and urged that the teachers be given a 25 per cent. advance to take effect in 1920. In this request the mayor said that this increase would not include the superintendent, his assistant, janitors or clerks. As a further move of embarrassment Mr. Slawson the mayor pointed out that he was considering redistricting the city before the program for new schools was necessary.

It is no hidden fact that Supt. Slawson and other heads of the school department have long been a thorn in the side of the administration. The straightforward, business methods of the department and the unwillingness to be subservient to a vicious political clique laid the foundation for the campaign to oust them from office. One member of the Board of Education told a Times reporter this morning that the mayor and his counselors had tried to throw the light of publicity on the department by underhanded methods, but that within a short time the light would be reverted and some of the bungling financial and political methods emphasized by Alderman John A. Cornell in the last municipal campaign would become public ownership.

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